

**LISTING OF THE CLAIMS****1. (original)** A fan revolution speed control method comprising steps of:

detecting a temperature of a cooling target fluid, and  
controlling the fan revolution speed of a cooling fan of a cooling system for cooling said cooling target fluid so that:

when the flow rate of said cooling target fluid passing through said cooling system is high, the fan revolution speed of said cooling fan is controlled to achieve a target fan revolution speed in order to bring the detected temperature to the same level as a preset target temperature, and that when the flow rate of said cooling target fluid becomes lower, the fan revolution speed of the cooling fan is controlled to achieve a new target fan revolution speed that is lower than said target fan revolution speed.

**2. (original)** A fan revolution speed control method comprising steps of:

detecting a temperature of hydraulic oil in a hydraulic circuit, and  
controlling the fan revolution speed of a cooling fan of an oil cooler that serves to cool the return oil from a hydraulic actuator so that:

when a lever for feeding hydraulic oil to said hydraulic actuator is being operated, the fan revolution speed of said cooling fan is controlled to achieve a target fan revolution speed in order to bring the detected temperature to the same level as a preset target temperature, and that when the lever is at a neutral position, during which period supply of the hydraulic oil to said hydraulic actuator is at standstill, the fan revolution speed of said

cooling fan is brought to a new target fan revolution speed that is lower than said target fan revolution speed.

**3. (original)** A fan revolution speed control method as claimed in claim 2, wherein:

when reducing the engine speed of a pump driving engine in the hydraulic circuit for the period during which said lever is at said neutral position to a level lower than that for the period during which said lever is being operated, said new target fan revolution speed for the period during which said lever is at the neutral position is calculated by multiplying the fan revolution speed at that time by the ratio of the engine speed for the period during which said lever is at the neutral position to the engine speed for the period during which said lever is being operated.